

Ship Name: **AGIOS NIKOLAS**  
Flag: **Greece**  
IMO Number: **9291779**  
Date of Action: **02/03/2012**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Lloyd's Register of Shipping**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Venus Maritime S.A.**  
**Adelfia Shipping Enterpirse S.A.**  
Charterers  
**IntermareTransport Gmbh**

Deficiencies: Code - Category  
**0710 - Fire prevention**

Description  
**PSCO observed the quick closing fuel shutoff valve on the heavy fuel oil service tank was blocked open with a wooden plug. Valve is not capable of being remotely closed from outside the space in the event of a fire.**

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Ship Name: **ATLANTIC MONTERREY**  
Flag: **Singapore**  
IMO Number: **8408715**  
Date of Action: **02/16/2012**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **American Bureau of Shipping**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Monterrey Shipping Pte Ltd.**  
**PACC Ship Managers Pte Ltd**  
Charterers  
**Pacnav De Mexico**

Deficiencies: Code - Category  
**0750 - Fire prevention**

Description  
**PSCO observed the quick closing fuel shutoff valve for the diesel oil service tank servicing the generators was blocked in the open position utilizing a bolt. Valve is not capable of being remotely closed from outside the space.**

Ship Name: **DEWI PARWATI**  
Flag: **Hong Kong**  
IMO Number: **9500261**  
Date of Action: **02/15/2012**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Bureau Veritas**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Treasure Target Limited**  
**Grand Bulk Shipping Limited**  
Charterers  
**Lansing Trade Group, LLC**

Deficiencies: Code - Category  
**2199 - Other (MARPOL Related Operational Def.)**

Description  
A ship is subject to inspection concerning operational requirements under MARPOL Annex I, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. The engineering department was not familiar with the operation and maintenance of the OWS and the 15ppm bilge alarm [OWS/Oil Content Meter (OCM) - 107(49) approved]. The Chief Engineer was unaware the OCM recorded various data indicating the operational status of the OWS and its ability to recover and display the protocol for inspection by the PSCO. The Chief Engineer was not able to produce the Operating and Maintenance Manual for the OWS/OCM. In addition, after approximately 25 minutes, the engineering department was unable to demonstrate a satisfactory operational test of the OWS. Provide a corrective action plan from the company with concurrence from the administration.

**1710 - Oil record book**

Each operation and failure required to be recorded in the Oil Record Book (ORB) shall be completed in accordance with the Convention. The PSCO retrieved/reviewed the 15ppm bilge alarm [Oil Content Meter (OCM) - 107(49) approved] recorded data history in comparison with the ORB entries. The PSCO noted that the OWS operations recorded and signed by the officer in charge of the operation and the Master in the ORB on the following dates: 19Sept11, 05Nov11 and 27Dec11 were not recorded/displayed on the bilge alarm's recording device indicating an operation/overboard discharge occurred. The accumulative amount of discharge of the aforementioned dates as recorded in the ORB was: 34 m3. In addition, the PSCO noted that the OWS operations on the following dates: 31Oct11, 13Jan12, 16Jan12 and 17Jan12 displayed on the bilge alarm's recording device logging approximately 7 hours and 45 minutes of operations/overboard discharges had occurred were not recorded in the ORB presented to the PSCO.

Ship Name: **EXCALIBUR**

Flag: **United Kingdom**

IMO Number: **9207443**

Date of Action: **02/17/2012**

Action Taken: **Detention**

Port: **Hampton Roads, Virginia**

Ship Type: **Bulk Carrier**

Recognized Org: **Bureau Veritas**

Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**British Marine PLC**  
**Excalibur Shipping Limited**

Deficiencies: Code - Category  
**0710 - Fire prevention**

Description  
**Excessive oil leaks were present at the following locations: #2 generator head gasket; fuel pump of the main diesel engine #4 cylinder; #2 fuel oil circulation pump located in the purifier room; #2 fuel oil supply pump and the filters for the fuel oil storage tank to the oil day tank to included oil saturated lagging presenting a serious fire hazard.**

Ship Name:	<b>FAIRSEAS</b>	Ship Type:	<b>General Dry Cargo Ship</b>
Flag:	<b>Panama</b>	Recognized Org:	<b>Panama Maritime Documentation Service</b>
IMO Number:	<b>5213080</b>	Recognized Security Organization	
Date of Action:	<b>02/13/2012</b>	Recognized Org (RO) Related:	<b>Yes</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	<b>Govt of Listed Flag</b>
Port:	<b>Miami, Florida</b>		

**Panama Maritime Documentation Service**

Ship Management: Owners, Operators, or Managers  
**Sandcastle Overseas Corporation**  
**Caribbean Ship Services Inc.**

Deficiencies: Code - Category  
**2510 - Safety and environmental policy**

Description  
**Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System regarding engineering and lifesaving maintenance; Safe Manning - licensing; annual surveys overdue beyond 3 month window, for all relevant statutory documents (SEC, SCC, SMC, DOC, SRC, IOPP, IAPP). Request an external audit.**

**0220 - Certificates of competency**

**The Chief Officer and Second Engineer could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide a national license for which an application for an endorsement has been submitted to the Administration.**

**1299 - Other (Load Lines)**

**The means for securing and maintaining weather tightness shall be to the satisfaction of the Administration. The arrangements shall ensure that the tightness can be maintained in all sea conditions. The PSCO discovered 21 missing or damaged latches (securing dogs) for the cargo hatch covers.**

**0199 - Other (certificates)**

**The vessel failed to produce/maintain onboard the following valid certificates per SOLAS: Safety Equipment, Safety Construction, Safety Radio, Safety Management, and Document of Compliance. The PSCO questions the validity of the following certificates due to the relevant surveys and inspections were not completed/endorsed within the periods specified under the relevant convention.**

**0199 - Other (certificates)**

The vessel failed to produce/maintain onboard the following valid certificates per MARPOL: IOPP and IAPP. The PSCO questions the validity of the following certificates due to the relevant surveys and inspections were not completed/endorsed within the periods specified under the relevant convention.

**0630 - Launch arrangements for survival craft**

PSCO observed both life rafts float free arrangement unsatisfactory. The life rafts were secured using hydrostatic release units (not disposable) with an expiration date of January 2012. No extension for servicing of the release from the Administration was granted.

**0669 - Radio life-saving appliance**

Every ship shall be provided with radio installations capable of complying with the functional requirements prescribed by regulation 4 throughout its intended voyage. Vessel GMDSS station had inoperable equipment, not allowing it to meet functional requirements. Specifically the MH/HF DSC Radio Equipment failed to operate when energized/turned on.

**0669 - Radio life-saving appliance**

The PSCO discovered the 3 two-way VHF radiotelephone apparatus provided onboard were inoperable. The Master stated the radios were unable to hold a charge and there were no adequate spare batteries onboard for replacement.

**0950 - Electric equipment in general**

During examination of the engine room, the PSCO discovered problems with the starboard generator as follows. The engines designed/installed cooling pump is inoperable; ship's crew has modified the vessels fire main to provide cooling water; live electrical wiring is exposed; exhaust system is leaking. Temp repairs are not approved by the Administration or Recognized Organization on their behalf.

**0615 - Rescue boats**

Rescue boat was not in working order and ready for immediate use. During operational test of the rescue boat, the crew was not able to start the outboard motor. The rescue boat is required per the Safety Equipment Certificate.

Ship Name: **HOS DAKOTA**  
Flag: **Mexico**  
IMO Number: **9207601**  
Date of Action: **02/28/2012**  
Action Taken: **Detention**  
Port: **Houma, Louisiana**

Ship Type: **Supply Ship**  
Recognized Org: **American Bureau of Shipping**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:  
Ship Management: Owners, Operators, or Managers  
**Hornbeck Offshore Services**

Deficiencies: Code - Category  
**0199 - Other (certificates)**

Description  
**Vessel is required to comply with LRIT requirements in SOLAS V/19-1. Per MSC.1/CIRC. 1307, vessel does not have evidence of LRIT compliance as neither a conformance test report nor properly endorsed/amended records of equipment are onboard.**

Ship Name: **MORNING SPRUCE**  
Flag: **Singapore**  
IMO Number: **7917563**

Ship Type: **Ro-Ro-Cargo Ship**  
Recognized Org: **Lloyd's Register of Shipping**  
Recognized Security

Date of Action: **02/28/2012**  
Action Taken: **Detention**

Port: **Portland, Oregon**

Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Wallenius Marine Singapore Pte Limited**  
**Eukor Car Carriers Singapore PTE Ltd.**

Deficiencies: Code - Category  
**0710 - Fire prevention**

Description

**The construction of all doors and frames in "A" class divisions with the means of securing them when closed shall provide resistance to fire as well as to the passage of smoke and flame equivalent to the bulkheads in which the doors are situated. Two doors in the engine control room and the forward control room door do not maintain the "A" class division. Mechanical components of the door latches are missing. Doors**

**0999 - Other (Safety In General)**

**During the PSC exam, the PSCO observed excessive water spray from the emergency fire pumps mechanical shaft seal covering the interior of the compartment. The severity of the water leak coupled with the electrical equipment being sprayed within the space, the PSCO questions the reliability and the continuous safe operation of the emergency fire pump in this condition.**

**0710 - Fire prevention**

**The PSCO observed a heavy accumulation of oil (lube oil drainage) in the bilges, both forward and aft of the generators, presenting a significant fire hazard.**

**0510 - Ventilation Heating work.  
spaces**

**On starboard side of steering flat in way of hydraulic power unit (stern ramp), the PSCO discovered the supply vent ducting for the CO2 room modified; three sections of fix piping was removed and replaced with loose-fitting non-metallic (combustible) pipe and tubing. This modification would permit the flooding of the steering flat with CO2 in the event of an accidental discharge within the CO2 space.**

**0710 - Fire prevention**

**"A" Class division shall be insulated with non-combustible material. Several section of insulation are missing from the overhead in the generator flat, which protects the adjacent lower cargo (car) deck in the event of a fire in this space.**

**0710 - Fire prevention**

During visual inspection of the cargo/car deck ventilation system, fans S31 and S37 located on upper deck were found removed and the access covers were secured in place with straps. The fire dampeners/vent closures are located above the opened access panels, preventing proper isolation/closure in the event of a fire.

**0710 - Fire prevention**

The PSCO discovered the crankcase breather vents for all three ship service generators leading through the fixed CO2 space were leaking and accumulating a large amount of oil in the containment area within this space. In addition, the vertical ducting also within the CO2 space has a heavy build up of oil residue. The lack of maintenance and attention by the crew presents a significant fire hazard.

**0710 - Fire prevention**

The PSCO observed the #2 ships service generator online during the exam was covered with a heavy layer of pooling lube oil over the entire engine block. The excessive temperatures in way of the engines exhaust present a significant fire hazard.

Ship Name:	<b>PATIENCE</b>	Ship Type:	<b>General Dry Cargo Ship</b>
Flag:	<b>Bolivia</b>	Recognized Org:	<b>VG Register of Shipping</b>
IMO Number:	<b>7101451</b>	Recognized Security Organization	
Date of Action:	<b>02/09/2012</b>	Recognized Org (RO) Related:	<b>No</b>
Action Taken:	<b>Detention</b>	Organization Related to Detention:	
Port:	<b>Miami, Florida</b>		

Ship Management: Owners, Operators, or Managers  
**S.M. Marine, Inc**  
**Gonabo Inc.**

Deficiencies: Code - Category  
**1299 - Other (Load Lines)**

Description  
**The means for securing and maintaining weathertightness shall ensure that tightness can be maintained in any sea conditions. Multiple holes on main cargo deck caused by rust and wastage allow for the passage of water into the engine space below.**

**0230 - Number/composition (manning)**

**The Master and Chief Officer could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide a national license for which an application for an endorsement has been submitted to the Administration. Additionally, the vessel has no Chief Engineer onboard and no dispensation from flag State has been issued due to force majeure.**

**0938 - Hull damage impairing seaworthiness**

**The PSCO discovered 11 holes on the hull (bottom of engine room, inside bilges) with temporary repairs not approved by the flag State or the Recognized Organization on their behalf.**

Ship Name: **THEOFOROS I**  
Flag: **Panama**  
IMO Number: **8510049**  
Date of Action: **02/13/2012**  
Action Taken: **Detention**  
  
Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**  
Recognized Org: **Registro Italiano Navale**  
Recognized Security Organization  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**Good Faith Shipping S. A.**  
**Chafer Finace S.A.**  
**ADM Grain Company**  
Charterers  
**ADM Shipping Company**

Deficiencies: Code - Category  
**0740 - Pumps**

Description  
**The emergency fire pump was not in working order and ready for immediate use. During the PSC exam, the emergency fire pump was discovered inoperable and was not capable of independently providing two jets of water.**

Ship Name: **WADI ALARISH**  
Flag: **Egypt**  
IMO Number: **9077898**  
Date of Action: **02/22/2012**  
Action Taken: **Detention**  
  
Port: **Baltimore, Maryland**

Ship Type: **Bulk Carrier**  
Recognized Org: **Lloyd's Register of Shipping**  
Recognized Security Organization **Govt of Listed Flag**  
Recognized Org (RO) **No**  
Related:  
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers  
**National Navigation Co.**

Deficiencies: Code - Category  
**1720 - Control of discharge of oil**

Description  
**PSCO discovered an unauthorized bypass of the Oily Water Separator (OWS). An expanded MARPOL Exam produced evidence indicating that the discovered arrangement (flexible hose, pneumatic portable pump and a long-reach pipe) was utilized for connecting the sludge tank and/or engine room bilge wells to the #2 fire pump via the sea strainer for discharging directly overboard, without passing through the installed/approved oil filtering equipment (OWS/Oil Content Meter). Additionally, the crew utilized this unapproved method for transferring sludge to the standard discharge connection in lieu of the installed, surveyed and approved piping/pumping system.**

**2545 - Reports/analysis of non-conformities, etc.**

**Objective evidence exists that the vessel is not effectively implementing the SMS. General lack of maintenance (engineering department) has been observed and recorded on the PSC report of inspection-Form B. Deficiencies identified throughout the course of the exam were not documented or reported per the SMS; maintenance of critical equipment regarding the ballast piping, bilge alarms and fire detection. An external audit is recommended.**

Ship Name: **WILD JASMINE**

Flag: **Panama**

IMO Number: **9181156**

Date of Action: **02/06/2012**

Action Taken: **Detention**

Port: **Texas City, Texas**

Ship Type: **Refrigerated Cargo Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security  
Organization

Recognized Org (RO) **No**  
Related:

Organization Related  
to Detention:

Ship Management: Owners, Operators, or Managers  
**Cherry Line S.A.**  
**MK Shipmanagement Co., LTD**  
Charterers  
**Del Monte Fresh Produce Inc.**

Deficiencies: Code - Category  
**0950 - Electric equipment in general**

Description  
**The emergency diesel generator shall be ready at all time for automatic starting. Engineer attempted four times unsuccessfully to start the generator.**